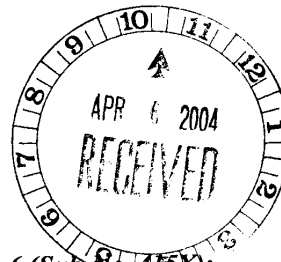


April 5, 2004

Victoria Rutson
Chief, SEA
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

210504



**Re: Surface Transportation Board Docket No. AB-6 (Sub-No. 415X);
The Burlington Northern and Santa Fe Railway Company
Abandonment of Langdon, North Dakota to Hannah, North Dakota**

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Michael A. Smith
Senior Counsel
Direct 312.360.6724
Fax 312.360.6598
msmith@
freebornpeters.com

Dear Ms. Rutson:

On or after April 23, 2004, we are filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 20.93 miles of railroad line between M.P. 74.07 in Langdon, North Dakota to M.P. 95.00 in Hannah, North Dakota, which traverses through United States Postal ZIP Codes 58249, 58281 and 58239 in Cavalier County, North Dakota. Attached are a Environmental and Historic Reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

Chicago

Springfield

Sincerely,

Michael A. Smith

Enclosures

ENTERED
Office of Proceedings

APR - 6 2004

Part of
Public Record

ENTERED
Office of Proceedings

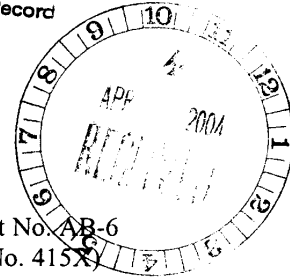
APR - 6 2004

BEFORE THE

SURFACE TRANSPORTATION BOARD

Part of
Public Record

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 74.07 in Langdon, North Dakota
and M.P. 95.00 in Hannah, North Dakota



Docket No. AB-6
(Sub No. 415X)

ENVIRONMENTAL REPORT

The following information is submitted to the Surface Transportation Board by The Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the Board's reporting requirements as set forth in 49 C.F.R. § 1105.7 for the purpose of assisting the Board's preparation of an environmental document regarding BNSF's Notice of Exemption for abandonment of its line between M.P. 74.07 near Langdon, Cavalier County, North Dakota and M.P. 95.00 near Hannah, Cavalier County, North Dakota, total distance of 20.93 miles.

(1) Proposed action and Alternatives: Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF seeks to abandon and discontinue service of the line. A map of the line is attached as Exhibit A.

(2) Transportation system: Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment will have no effect on existing transportation systems or patterns as the line is out of service.

(3) Land Use:

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

BNSF believes that the proposed exemption will be consistent with existing land use plans. The Cavalier County Board of Commissioners was notified by letter dated December 3, 2003. See Exhibit B. As of the date of this report, the Cavalier County Board of Commissioners has not responded. BNSF will provide the Board copies of any response it may receive.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

There is prime agriculture located near the proposed abandonment. See Exhibit C, letter from the Natural Resources Conservation Service. BNSF will require its salvage contractors to minimize any adverse impacts to these areas and to undertake efforts to minimize impacts to any disturbed areas from soil erosion by water or wind.

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9

N/A

(iv) If the proposed action is abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10906 and explain why.

The right-of-way may be suitable for alternative public uses. The Cavalier County Board of Commissioners was notified by letter dated December 3, 2003. See Exhibit B. As of the date of this report, the Cavalier County Board of Commissioners has not responded. BNSF will provide the Board copies of any response it may receive.

(4) Energy:

(i) Describe the effect of the proposed action on transportation of energy.

To the best of BNSF's knowledge there are no undeveloped energy resources such as oil, natural gas or coal in the vicinity of this line.

(ii) Describe the effect of the proposed action on recyclable commodities.

This abandonment and discontinuance will not adversely affect movement or recovery of recyclable commodities as the line is out of service.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

This abandonment will not result in an increase or decrease in overall energy efficiency as the line is out of service.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversions of traffic because the line is out of service.

(5) Air:

(i) If the proposed action will result in either:

(A). An increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line effected by the proposed, or

No.

(B). An increase in rail yard activity of at least 100% (measured by carload activity), or

No.

(C). An average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The action will not involve an increase in truck traffic of more than 10% or 50 vehicles a day on any affected road segment as the line is out of service.

(ii) If the proposed action affects a Class I or nonattainment area under the Clean Air Act, and will result in either:

(A) An increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three train a day on any segment of rail line, or

(B) An increase in rail yard activity of at least 20% (measured by carload activity), or

(C) An average increase in truck traffic or more than 10-% of the average daily traffic of 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or in a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and from) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(6) Noise: If any of the thresholds identified in item (5)(c) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more,

N/A

(ii) An increase to a noise level of 76 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for those receptors if the thresholds are surpassed.

N/A

(7) Safety:

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. There are 33 public crossings and 11 private crossings. During salvage operations on the line, if any may be required, precautions will be taken to ensure public safety, and contractors will be required to satisfy all applicable health and safety laws and regulations.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

Abandonment will not result in transportation of hazardous materials.

(iii) If there are any known hazardous waste site or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There is a known petroleum and hydrocarbons spill on a bulk oil lease site located north of the tracks and 300 ft east of the Langdon Depot, but this site is not located within the limits of the proposed abandonment.

(8) Biological resources:

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

The project as described will have no significant impact on fish and wildlife resources. No endangered or threatened species are known to occupy the project area. See Exhibit D, response from the U.S. Fish and Wildlife Services.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

BNSF believes the proposed abandonment will have no affect on wildlife sanctuaries, refuges, National or State parks or forests. The Bureau of Land Management has no wildlife sanctuaries or refuges, National or State parks or forests in the proposed impact areas. See

Exhibit E, letter from the Bureau of Land Management. The project as defined does not affect state park lands that the North Dakota Parks and Recreation Department manages and Land and Water Conservation Fund recreation projects that the Department coordinates. See Exhibit F, letter from the North Dakota Parks and Recreation Department.

(9) Water:

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

BNSF believes that the proposed exemption will be consistent with applicable Federal, State or local water quality standards. The North Dakota Department of Health recommends that Best Management Practices be followed during the course of the project to prevent dirt, construction debris and waste material from entering a storm drainage system or water body. See Exhibit G, letter from the North Dakota Department of Health.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year floodplains will be affected. Describe the effects.

The proposed project, as presently designed, would be accomplished without discharging in a jurisdictional area and therefore, a Section 404 permit would not be required. See Exhibit H, letter from the U.S. Army Corps of Engineers. The proposed abandonment of this section of railroad would have no effect on any 100-year floodplains on this area. See Exhibit I, letter from the Cavalier County Water Resource Board.

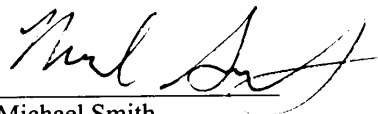
(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.

Permits under Section 402 of the Clean Water Act are not required for the proposed abandonment. Based on the described activity, an NDPDES permit would not be required since there will be little or no grading disturbance. See Exhibit G, letter from the North Dakota Department of Health.

(10) Proposed Mitigation: Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Any salvage operations that may result will be in accordance with BNSF's general practice of requiring its private contractors to comply with all federal, state and local laws and regulations pertaining to the environment, including, but not limited to noise, air quality, water quality, and items of archaeological significance. The project itself should mitigate the environmental effects of reinstating active rail operations.

Respectfully Submitted,



Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: April 1, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 74.07 in Langdon, North Dakota
and M.P. 95.00 in Hannah, North Dakota

Docket No. AB-6
(Sub No. 415X)

HISTORICAL REPORT

The following is submitted to the Surface Transportation Board by The Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the Board's reporting requirements set forth in 49 C.F.R. § 1105.8 for the purpose of assisting the Board's environmental and historical assessment regarding BNSF's Notice of Exemption to abandon its line of railroad between M.P. 74.07 near Langdon, North Dakota to M.P. 95.00 near Hannah, in Cavalier County, North Dakota, a total distance of 20.93 miles.

(1) A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of the railroad structures that are 50 years old or older and are part of the proposed action;

One copy of a U.S.G.S. Topographical map has been provided to the State Historical Society of North Dakota and one copy is being provided to the Surface Transportation Board's Section of the Environmental Analysis upon filing of this Report.

(2) A written description of the right-of-way (including approximate widths, to the extent known) and the topography and urban and/or rural characteristics of the surrounding area:

The Langdon to Hannah, North Dakota line connects the rural towns of Langdon, Dresden, Wales and Hannah. The recent population of these towns as published in the North Dakota League of Cities City Directory is Langdon, 2,101; Dresden, unincorporated; Wales 30; and Hannah, 20. Rail service will be retained to Langdon. Much of the adjoining land is generally flat. Wheat is the primary agricultural crop in the area with barley also produced. The rail line corridor is mainly 100 feet wide with the exception of the stations grounds which vary in width.

(3) Good quality photographs (actual photographic prints, not photocopies) or railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are three bridges that are 50 years or older in the immediate area of the abandonment. Photographs of the three bridges are attached to this report. See Exhibit J.

(4) The date(s) of construction of the structures, and the date(s) and extent of any major alterations, to the extent such information is known;

The bridges were built in 1947. See Exhibit J.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

The St Paul, Minneapolis and Manitoba Railway Company acquired the right of way from 1897 to 1902. The St Paul, Minneapolis and Manitoba Railway Company was a predecessor of the Great Northern Railway Company (GN). In 1979 the GN merged into the Burlington Northern Railroad (BN). In 1995 BN merged with The Atchison Topeka and Santa Fe Railway Company to become The Burlington Northern and Santa Fe Railway Company (BNSF).

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is to be historic;

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. Such documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archaeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The State Historical Society of North Dakota recommends that a Class I Cultural Inventory of the Area of Potential Effect (APE) be prepared and submitted to them for consultations. The State Historical Society of North Dakota also recommends that the three bridges be formally recorded on NDCRS site forms. See Exhibit K, letter from the State Historical Society of North Dakota. BNSF has commissioned an inventory and recordation as recommended. When available, that material will be forwarded to the STB and the State Historical Society of North Dakota.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archaeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

BNSF is not aware of any known prior subsurface ground disturbance or fill or any other environmental conditions (naturally occurring or man-made) that might affect the recovery of archaeological resources.

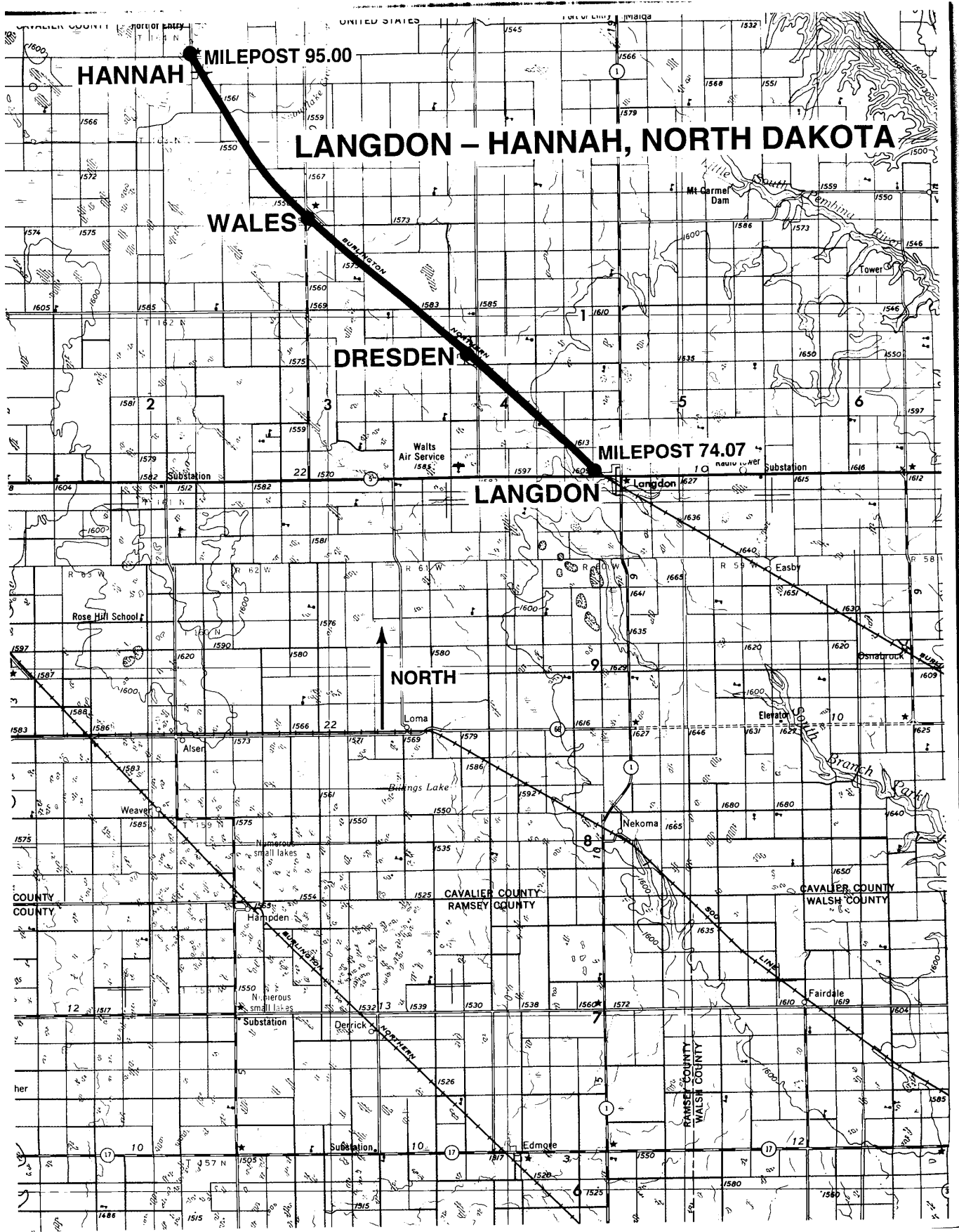
Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael Smith", written over a horizontal line.

Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: April 1, 2004

A



HANNAH

MILEPOST 95.00

LANGDON - HANNAH, NORTH DAKOTA

WALES

DRESDEN

LANGDON

MILEPOST 74.07

NORTH

COUNTY

CAVALIER COUNTY
RAMSEY COUNTY

CAVALIER COUNTY
WALSH COUNTY

RAMSEY COUNTY
WALSH COUNTY

B

Freeborn & Peters LLP

December 3, 2003

Donald Quam
County Commission Chair
901 3rd Street, Suite 15
Cavalier County Courthouse
Langdon, ND 58249-2457

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Langdon, North Dakota to Hannah, North Dakota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Dear Mr. Quam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 20.93 miles of railroad line between M.P. 74.07 in Langdon, North Dakota to M.P. 95.00 in Hannah, North Dakota.

As part of the environmental report BNSF needs to know whether or not the proposed action is consistent with local land use plans and if there are any alternate public uses for the corridor such as a recreational trail.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

bn
Enclosure

Chicago

Springfield

C

United States Department of Agriculture



Natural Resources Conservation Service
800 9th Ave E, Ste B
Langdon, ND 58249
Ph: (701) 256-2484 ext 3 Fax: (701) 256-5442

December 11, 2003

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, IL 60606-6000

Subject: The Burlington Northern and Santa Fe Railway Company Abandonment of Langdon, North Dakota to Hannah, North Dakota.

Dear Mr. Nettles:

Regarding your letter dated December 3, 2003; the following response is furnished.

I have enclosed four maps to help identify areas of concern. The maps labeled 1 and 2 show the prime farmland classification of the soils along the BNSF railroad. Areas that are green are NOT prime farmland, yellow areas are prime farmland if the area is drained, and the red areas are entirely prime farmland. The maps labeled 3 and 4 show areas that are labeled as wetlands on the National Wetland Inventory (NWI). All areas shaded in the aqua color are considered wetlands on the NWI maps. Township and Section borders are also provided on all four maps.

In all areas listed as prime farmland or prime farmland if drained, an attempt should be made to minimize adverse impacts if these areas are to be disturbed. There should also be an effort to protect any disturbed areas from soil erosion by wind or water.

There are potential wetlands in the project area, and impacts to these areas should be minimized as much as possible.

Also be aware that some fields along the project area may be enrolled in the Conservation Reserve Program (CRP). Care should be taken as to not damage the cover established on these fields. If cover is damaged, you would need to work with the local Farm Service Agency (FSA) office.

If any questions should arise, please contact our office in Langdon.

Thank you,

A handwritten signature in dark ink, appearing to read "Richard Webb", is written over a horizontal line.

Richard M. Webb
District Conservationist

Encl

Cc: Jack Russell, ASTC (FO) Devils Lake Area Office
Bradley Podoll, Biologist Bismarck State Office

Freeborn & Peters LLP

December 3, 2003

Natural Resources Conservation Service
Langdon Service Center
800 9th Avenue, Suite B
Langdon, ND 58249-2936

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Langdon, North Dakota to Hannah, North Dakota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312 360 6336
Fax 312 360 6596
bnettl@a
freebornpeters.com

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 20.93 miles of railroad line between M.P. 74.07 in Langdon, North Dakota to M.P. 95.00 in Hannah, North Dakota.

As part of the environmental report BNSF needs to know whether or not the proposed abandonment will have any effect on prime agricultural lands.

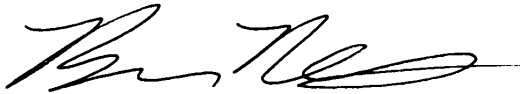
The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

Please provide this information by January 5, 2004. Thank you for your cooperation.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,

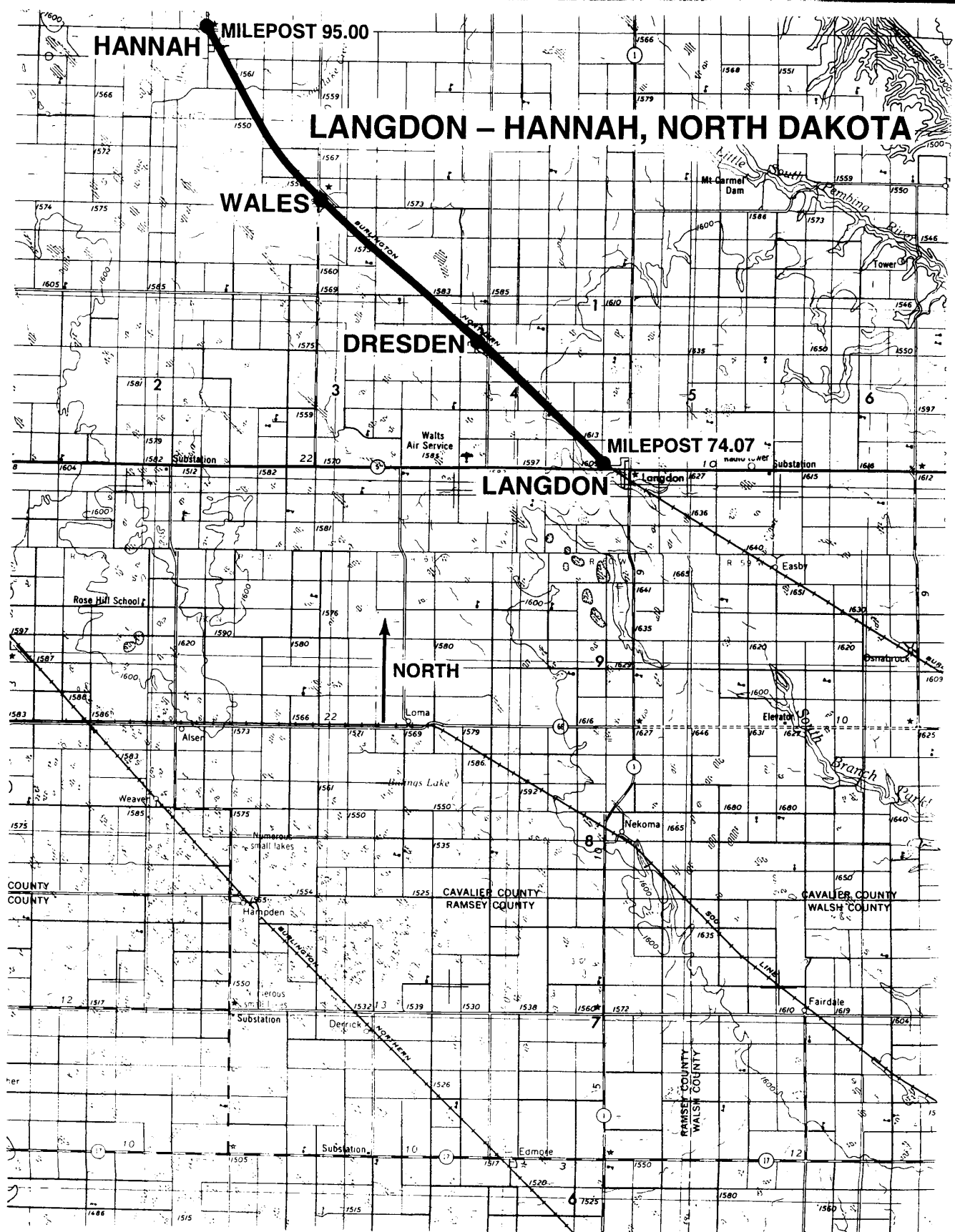


Brian Nettles

bn
Enclosure

Chicago

Springfield



D

Freeborn & Peters LLP

December 3, 2003

U. S. Fish and Wildlife Service
North Dakota Field Office
3425 Miriam Avenue
Bismarck, North Dakota 58501-7926

**Re: The Burlington Northern and Santa Fe Railway Company Abandonment
of Langdon, North Dakota to Hannah, North Dakota**

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 20.93 miles of railroad line between M.P. 74.07 in Langdon, North Dakota to M.P. 95.00 in Hannah, North Dakota.

As part of the environmental report BNSF needs to know whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges or areas designated as critical habitat adjacent or near the line and if so, what effects the proposed action may have.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by January 5, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

U.S. FISH AND WILDLIFE SERVICE	
ECOLOGICAL SERVICES	
ND FIELD OFFICE	
Project as described will have no significant impact on fish and wildlife resources. No endangered or threatened species are known to occupy the project area. IF PROJECT DESIGN CHANGES ARE MADE, PLEASE SUBMIT PLANS FOR REVIEW.	
12/10/03 Date	Jeffrey K. Towner Jeffrey K. Towner Bismarck, ND

E



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

North Dakota Field Office

2933 3rd Ave West

Dickinson, ND 58601

701-227-7700

<http://www.blm.gov/ndfo/>

In Reply To:

2700

LRG

January 2, 2004

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive, Suite 3000
Chicago, IL 60606-6677

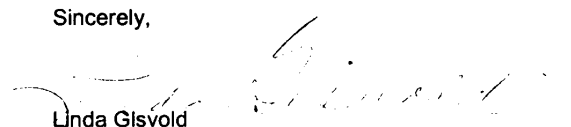
RE: The Burlington Northern and Santa Fe Railway Company Abandonment of Langdon, North Dakota to Hannah, North Dakota

Dear Mr. Nettles:

The Bureau of Land Management (BLM) has no wildlife sanctuaries or refuges, National or State parks or forests in the proposed impact area.

However, please keep the BLM informed as to the continued process. These railroad abandonments depending under which Act they were granted, impact the BLM. We appreciate the opportunity to comment.

Sincerely,


Linda Glsvold
Realty

F



1600 East Century Avenue, Suite 3
Bismarck, ND 58503-0649

Phone 701-328-5357
Fax 701-328-5363
E-mail parkrec@state.nd.us
www.NDparks.com

December 18, 2003

Brian Nettles
Freeborn & Peters
311 South Wacker Drive, Suite 3000
Chicago, IL 60606-6677

Re: The Burlington Northern and Santa Fe Railway Company Abandonment of Langdon, North Dakota to Hannah, North Dakota

Dear Mr. Nettles:

The North Dakota Parks and Recreation Department (NDPRD) has reviewed the above referenced application to abandon 20.93 miles of railroad line between M.P. 74.07 in Langdon, North Dakota to M.P. 95.00 in Hannah, North Dakota, Cavalier County.

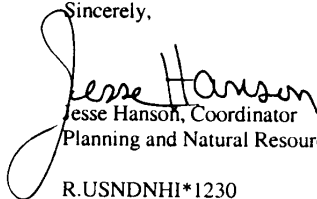
Our agency scope of authority and expertise covers recreation and biological resources (in particular rare species and ecological communities). The project as defined does not affect state park lands that we manage or Land and Water Conservation Fund recreation projects that we coordinate.

The North Dakota Natural Heritage Inventory has limited rare species information from the project area. Due to the lack of available survey data we cannot give an accurate assessment as to potential impacts to rare species and associated habitats.

The NDPRD recommends that any impacted areas be revegetated with species native to the project area.

Thank you for the opportunity to comment on this project. Please contact Kathy Duttonhefner (701-328-5370) of our staff if additional information is needed.

Sincerely,


Jesse Hanson, Coordinator
Planning and Natural Resources Division
R.USNDNHI*1230

.....
Play in our backyard!

G



NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:

1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:

701-328-5200

Mailing Address:

P.O. Box 5520
Bismarck, ND 58506-5520

March 2, 2004

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Chicago IL 60606-6677

Re: BNSF Railway Company – Railroad Line Abandonment
Near Langdon, North Dakota

Dear Mr. Nettles:

We have reviewed your letter regarding BNSF's plans to abandon a section of railroad line near Langdon, North Dakota. As you provided, the proposal may involve the removal of rails and ties but would leave the roadbed intact. Based on the described activity an NDPDES permit would not be required since there will be little or no grading disturbance. Projects disturbing more than one acre are required to have a NDPDES permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover.

Even though a permit may not be required, we do recommend that Best Management Practices be followed during the course of the project to prevent dirt, construction debris and waste material from entering a storm drainage system or water body.

Should you have any questions, please contact me at 701-328-5244.

Sincerely,

Randy Kowalski
Environmental Scientist
Division of Water Quality

Environmental Health
Section Chief's Office
701-328-5150

Air
Quality
701-328-5188

Municipal
Facilities
701-328-5211

Waste
Management
701-328-5166

Water
Quality
701-328-5210

Website: www.health.state.nd.us/ndhd/envirom
Printed on recvcled paper.

H



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NORTH DAKOTA REGULATORY OFFICE
1513 SOUTH 12TH STREET
BISMARCK ND 58504-6640
December 29, 2003

North Dakota Regulatory Office

[200360613]

[200360662]

Brian Nettles
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

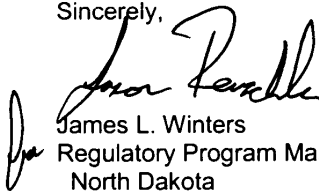
This is in reference to your solicitation letter, on behalf of the **Burlington Northern and Santa Fe Railway Company (BNSF)**, for a Department of the Army (DA) review in accordance with Section 404 of the Clean Water Act. The BNFS project consists of the abandonment of railroad line between M.P. 74.07 in Langdon, North Dakota to M.P. 95.00 in Hannah, North Dakota. The proposed abandonment may require the removal of the track materials such as the rails and ties, but the roadbed will be left intact. The legal description is numerous sections Township 161, Range 60, Township 162, Ranges 60 and 61, and Township 163, Ranges 61 and 62, Cavalier County, North Dakota.

Based on the information provided to this office, it has been determined that your proposed project, as presently designed, would be accomplished without discharging in a jurisdictional area and therefore, a Section 404 permit would not be required. However, DA authorization may be required should changes be made in your project.

The fact that a Section 404 permit is not required does not relieve you of the obligation to obtain required approvals from other agencies that may have regulatory jurisdiction over your project.

If you have any questions concerning this determination, please do not hesitate to contact this office by letter or telephone (701) 255-0015 and reference project number **200360613**.

Sincerely,


James L. Winters
Regulatory Program Manager
North Dakota

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Cavalier County Water Resource Board

Office in Cavalier County Memorial Courthouse

901 Third Street -- Suite 8
Langdon, North Dakota 58249

December 12, 2003

Brian Nettles, Paralegal
Freeborn & Peters LLP
311 South Wacker Drive Suite 3000
Chicago, Illinois 60606-6677

Re: The Burlington Northern and Santa Fe Railway Company
Abandonment of Langdon, North Dakota to Hannah,
North Dakota

Dear Mr. Nettles:

Answering letter of December 3, 2003 regarding the abandonment
of railroad line between Langdon, North Dakota and Hannah,
North Dakota.

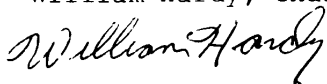
The proposed abandonment of this section of railroad line would
have no affect on any 100-year floodplains on this area.

If any more information is needed, don not hesitate to contact
Cavalier County Water Resource District office at (701)256-2220.

Sincerely,

Cavalier County Water Resource District

William Hardy, Chairman



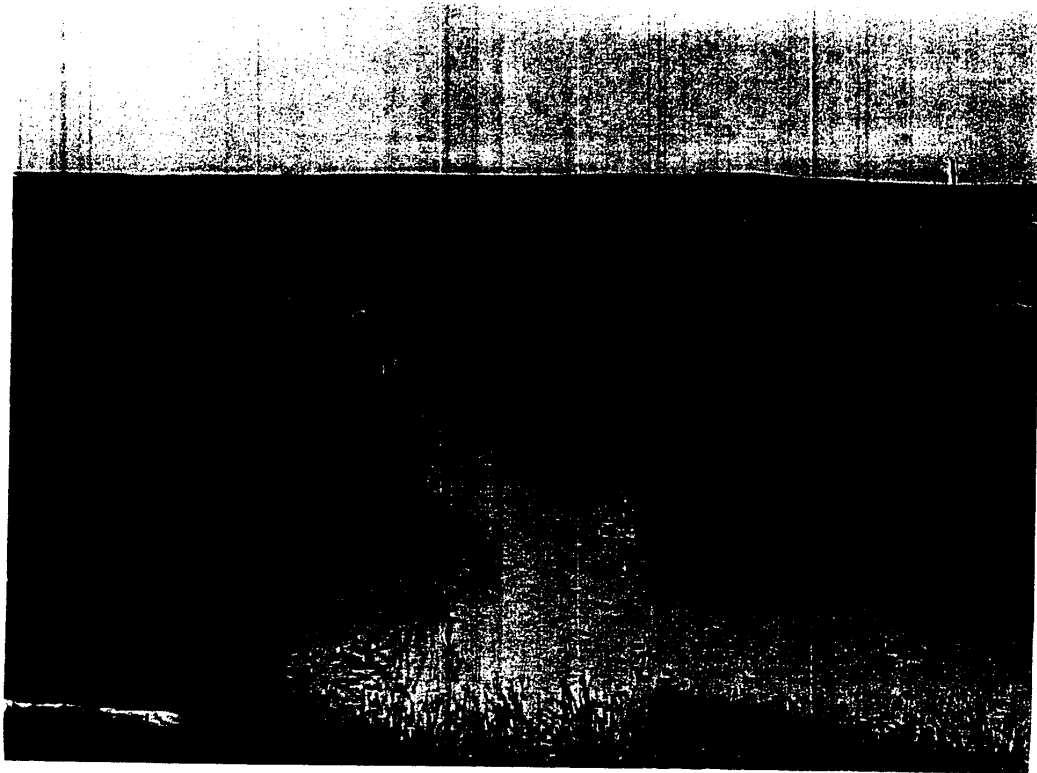
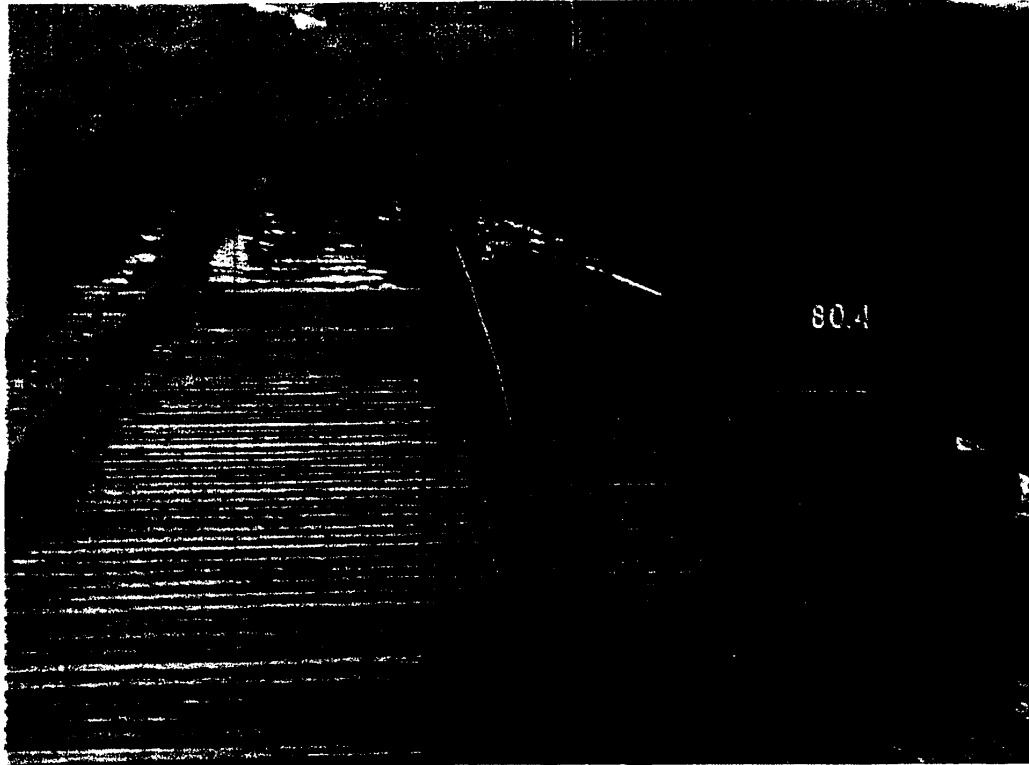
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Abandonment Documentation (M.P. 74.07 to M.P. 95.00)

List of Bridges

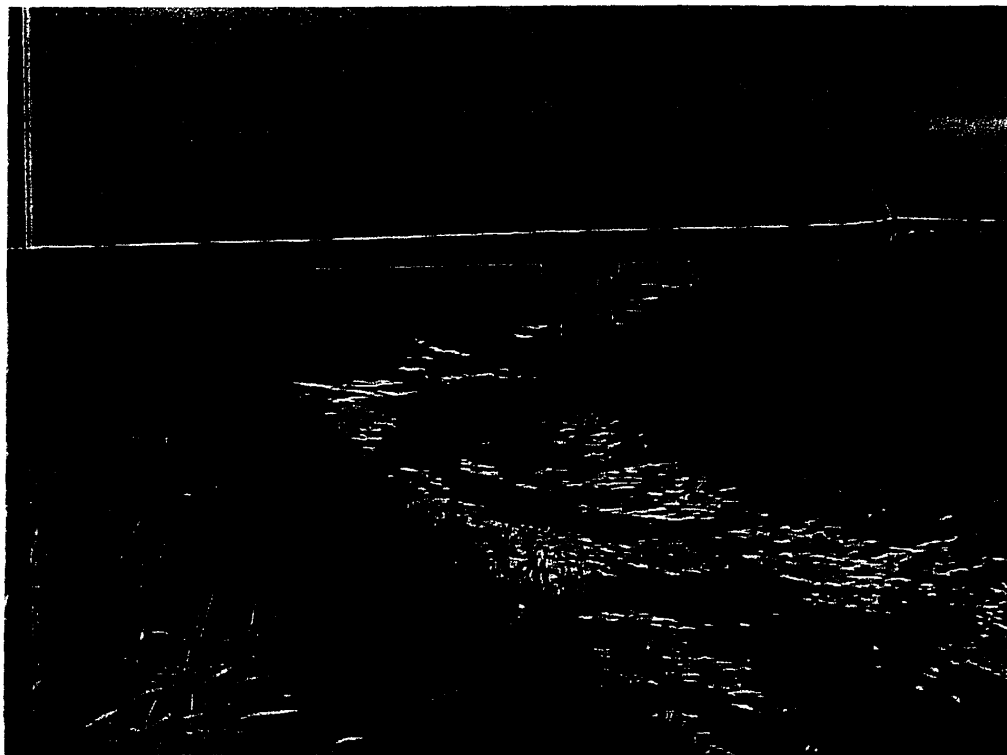
Bridge: 80.4	Built: 1947	Length: 97'	Height: 13'	Description: Open Deck Pile Trestle	Obstacle: Water
Bridge: 81.3	Built: 1947	Length: 56'	Height: 9'	Description: Open Deck Pile Trestle	Obstacle: Ditch
Bridge: 92.1	Built: 1947	Length: 98'	Height: 13'	Description: Open Deck Pile Trestle	Obstacle: Water

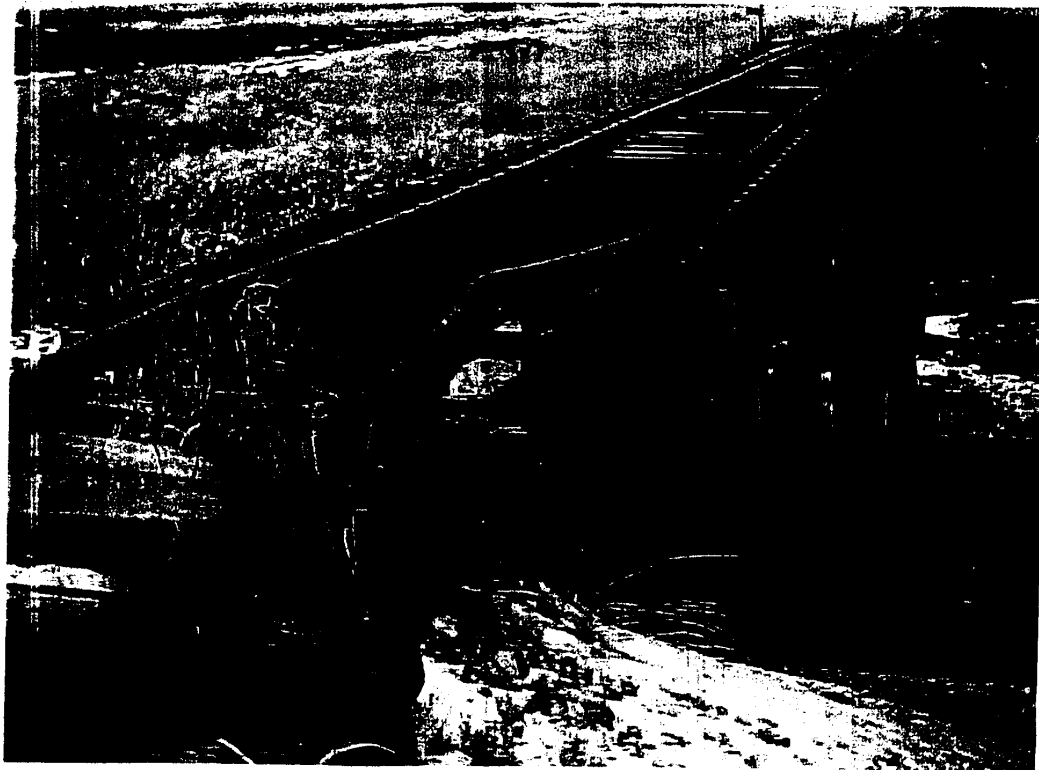












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**STATE
HISTORICAL
SOCIETY
OF NORTH DAKOTA**

John Hoeven
Governor of North Dakota

December 11, 2003

**North Dakota
State Historical Board**

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Director

*Accredited by the
American Association
of Museums*

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive, Suite 3000
Chicago, IL 60606-6677

NDSHPO REF.: 04-0151, Proposed BN&SF Railway Co. Abandonment,
Cavalier County, ND.

Dear Mr. Nettles:

We have reviewed Project: 04-0151, proposed abandonment of the Burlington Northern and Santa Fe Railway Company line between the cities of Langdon and Hannah, North Dakota.

We recommend that a Class I Cultural Resources Inventory (i.e., files search) of the Area of Potential Effect (APE) be prepared and submitted to our office for consultation. The results of the files search should include a short report detailing all cultural resources (including potential or actual historic properties) in the legal sections of the APE and 7.5' topographic maps with the cultural resource locations and previously inventoried areas plotted and marked on it.

We also recommend that the three bridges be formally recorded on NDCRS site forms. The recording should be completed by a state permitted cultural resource firm/architectural historian, and include preliminary evaluations. We are including the 2003 list of state permitted firms.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Duane Klinner at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)